

Vienna Plans to Evade Issue in Ancona Case

SNOW LADEN  
GALE SWEEPS  
WHOLE COAST

Trolleys and Railways  
Hampered and Ship-  
ping Damaged.

70 AUTO PLOWS  
BUSY IN CITY

Rescue Trains Sent Out by  
New Haven to Aid  
Stalled Commuters.

A storm of snow and sleet that came out of the Mississippi Valley and whirled up the Atlantic coast seized New York in its frigid grasp yesterday afternoon. Because the city and the transportation companies were caught napping, the storm wrought much damage.

Upper New York State, New Jersey and all of New England are snow-bound. Traffic on the New York, New Haven & Hartford Railroad was at a standstill after 6 o'clock last night, and the other railroads maintained a partial schedule during the night with difficulty.

These conditions seemed liable to be worse before morning. The Weather Bureau holding forth no promise of the storm clearing up. "We expect heavy snow to continue all through the night," was the announcement at 11 p. m. Sandy Hook reported a gale and thick snow off Ambrose Channel.

According to the Weather Bureau's message from Washington, the storm was central off Sandy Hook at 11 o'clock last night and was moving northeast. Because of high winds accompanying the disturbance, the bureau ordered warnings to shipping displayed at all coast points from Sandy Hook north.

4,600 Shovelers at Work.

In this city the snow caused delays in transportation that were more irritating than serious. A thirteen-minute tip-up in the subway, owing to a short circuit at Brooklyn Bridge during the rush hour, put a crimp in the underground traffic that was not ironed out until three hours later.

Of the inconvenience to vehicular traffic the most serious—certainly from the children's point of view—was the stalling of numerous heavy motor trucks loaded with Christmas presents from New York stores.

When Street Cleaning Commissioner John T. Fetherston ordered out his reserve force of snow shovelers at 4 p. m. only 4,600 responded to tackle the problem of removing the thick, sticky snow and slush that clogged up all the streets. "I need 14,700 night men," Fetherston said last night. "Scarcity of labor accounts for the failure of men to answer the call, and many of them have not shoes warm enough to stand in the snow."

Scores of minor accidents were caused by the slippery pavements and the blinding wind, but no deaths resulted from the blizzard in the metropolitan district. Andrew Campbell, a lineman employed by the Public Service Corporation, was shocked to death while repairing a broken wire in Nutley, N. J.

Officials of the New Haven Railroad said last night that they faced a serious situation in sending relief to commuters. The trains that were stranded somewhere between Greenwich and Mount Vernon, No. local or through train left Grand Central Terminal at 5 p. m. Because all the railroad's telephone lines were down, the officials at that time had no idea where the stalled trains were. They were informed that there was a break in the high tension feed wire at Greenwich when another break at Cos Cob.

Word was received about 1:30 o'clock this morning at the New Haven offices here that the line had been cleared between this city and Bridgeport. Every train was reported to be moving under steam power.

Relief Trains Sent Out.

Relief trains equipped with ploughs for battling through the snow, fuel and food for the comfort of the commuters, and rescue gages were sent out from the Grand Central and Stamford yards at 10 o'clock.

Darkness fell on Greenwich, New Rochelle and Pelham Manor late in the afternoon, when the main wires beneath the weight of snow, many of the wealthy residents in those communities went out in the storm to purchase candles. Twenty-five and 50 cents apiece were the prices for the tallow sticks until the grocers' limited supplies gave out. Sleet was accompanied by a wind of hurricane velocity, which blew down outbuildings and caused much property damage.

Trolley traffic was crippled in North Newark, Belleville, Nutley, Arlington, Kearny and other towns in New Jersey soon after nightfall. Owners of the blessed storm that brought them double fares and more business than they could handle until close to midnight, when the last grumbling suburbanite had reached his home. Within the few minutes ploughs sent out by the Public Service Corporation managed to keep the trolley lines open. Electric light, telephone and telegraph wires were blown down and six fire alarm boxes were put out of order.

Drifts Clog Trolley Lines.

In Jersey City and all through Hudson County the trolley cars maintained "once in a while" schedule that was

SNOW TO-DAY, FORECASTER  
PROPHESES BEFORE COURT

James H. Scarr, United States Forecaster at the local Weather Bureau, 17 Battery Place, had been subpoenaed to appear before Supreme Court Justice Brady, in The Bronx, yesterday afternoon to tell about weather conditions October 1, 1913.

"Before you tell us about the weather more than two years ago, won't you tell us something about the snowstorm we are having today?" asked Justice Brady.

"The storm will continue all night, and we will get snow all day tomorrow," said Scarr.

"You're not very considerate of us New Yorkers," replied the justice.

FLAG PLAYS JOSHUA  
ON GOVERNOR'S ISLAND

Stormbound. Won't Come Down  
at Sunset.

The sun came near standing still over Governor's Island last evening, for the garrison post flag at Fort Jay did not come down. As long as the oldest soldier of the fort could remember, the sun had never before retired until that flag was safely tucked away.

Yesterday's storm, however, had torn the flag into shreds, leaving nothing but a row of stars and a streak of red whipping and sputtering at the top of the hundred-foot pole.

In the seventy-two-mile gale of a fortnight ago the halyard fell, and Private Levesque won a month's pay in advance and a ten-day furlough by shining up the pole after six men had failed. But yesterday Levesque could not make even a start up the slippery pole. "I'll get the flag," he said, "as soon as the pole dries, but if it freezes to-night that'll be a pole of ice."

So at sundown last night the band played "Retreat," the cannon boomed and the men saluted, but no flag came down. Instead, a rag that looked like an old farmer's red bandanna snapped all night in the storm.

KING GEORGE'S SIPS  
ARE PURELY MEDICAL

Monarch Will Resume Abstinence  
When He Recovers.

London, Dec. 13.—King George, who suffered severe injuries by being thrown from his horse at the British front in France on October 28, has recovered sufficiently to take up affairs of state under certain restrictions. Respecting the King's condition, Sir Frederick Treves, surgeon, to the King, and Sir Bertrand Dawson, physician-extraordinary to his majesty, have made the following statement:

"We are happy to report that the King has so far recovered from the accident of October 28, as to be able to resume work with certain limitations."

"The King has lost seriously in weight, and until a normal state of health is attained it is essential that his diet should avoid any cause of fatigue. It has been necessary on medical grounds that the King should take a little stimulant daily during convalescence. As soon as the King's health is restored, he will resume total abstinence, which he imposed upon himself for public reasons."

WHEN IS A SPADE A SPADE?

When It's Not a Shovel, Lawyers  
Gravely Argue.

Omaha, Dec. 13.—Whether or not a shovel is a spade was gravely discussed by half a dozen lawyers here today before Jerry B. Sullivan, of New York, president of the Board of United States General Appraisers, who came from New York for the special purpose of hearing testimony. Many witnesses testified as to the uses of both a spade and a shovel, and numerous implements were introduced as exhibits.

After the testimony is transcribed and printed, the question will go to the general board for decision. If shovels are not spades, importers must pay a tariff of 20 per cent on them. But if a shovel is a spade, it can enter the United States without paying a tax, as agricultural implements are exempted.

TAKES BATH; MAY BE CRAZY

New Rochelle Man Arrested on Fright-  
ened Family's Complaint.

Ernest A. Wolf, a clerk in the Surrogate's office, who lives in New Rochelle, was arrested yesterday and placed under observation to test his sanity.

Wolf has a mania for personal cleanliness, according to the young man's family. On every possible occasion, they declare, he takes a hot bath. When he insisted upon his tub the first thing in the morning, upon returning home from work, and again before going to bed, his relatives thought him a bit too fastidious, but when every time he awoke Friday night he took another bath, they protested. Saturday night the bathroom door was locked, whereupon Wolf became violent and broke it in. Then the police were notified.

ITALIANS HOOT KAISER

Entire Chamber of Deputies Hisses  
When His Name is Mentioned.

Rome, Dec. 13.—In the Chamber of Deputies to-day Carlo Altobelli, Socialist member for Naples, delivered an address in which he strongly criticized the execution of Miss Edith Cavell, the English nurse, in Brussels, and the sinking of the steamships Lusitania, Ancona, Firenze and Bosnia.

When the name of Emperor William was mentioned in the speech the entire Chamber hooted.

OSBORNE ACCUSED  
OF IMMORALITY,  
ASKS FAIR PLAY

Convict's Affidavit Charging  
Serious Crime Read  
in Open Court.

WARDEN PASSES LIE  
TO ATTORNEY WEEKS

"No Need of Becoming Hysterical;  
Everybody Will Get His  
Rights Here," Says Judge.

Insinuations against the morals of Thomas Mott Osborne, warden of Sing Sing, which have been rife since the Westchester Grand Jury began its inquiry into affairs in the prison, crystallized into concrete charges yesterday when Assistant District Attorney William J. Fallon, in open court, read the affidavit of one Paul Vogel, a convict, charging a serious crime.

Fallon followed this up by an offer to make all the testimony and numerous other affidavits of a similar nature public if Mr. Osborne would consent. George Gordon Battle and Huntington W. Merchant, by direction of Mr. Osborne, accepted the offer, but up to the hour of closing court last night these papers had not been filed.

Nor had any time been set when they would be filed. Mr. Fallon telling the reporters who asked for them that he did not know when the testimony and affidavits would be filed and that he would not make them public until he received instructions from Justice Joseph Morschauser to do so. He did not know, he said, when he would ask for such instructions.

WARDEN SEEKS FAIR PLAY.

It was apparently the intention of the warden and his lawyers when they went to White Plains yesterday to force District Attorney Weeks and his assistants to come out into the open with their charges.

To do this Mr. Merchant, as Mr. Osborne's personal counsel, and Mr. Battle, as counsel for the National Prison Reform Association, filed with Justice Morschauser a twenty-four-page brief charging the District Attorney's office with attempting to prejudice him before the grand jury, of forcing convicts to testify against him, of refusing to call witnesses he had asked be called, of allowing William Willett, convicted of trying to buy a judgeship, to conduct the inquiry, and had sought to compel him to testify to confessions made him by prisoners which he believed were privileged and were confidential.

MARIE DORO MARRIED

Secretly Became Wife of Elliott Dexter  
Six Weeks Ago.

Miss Marie Doro's secret is out! Her friends received cards yesterday announcing her marriage to Elliott Dexter, an actor, six weeks ago before the bride left for California's moving picture studios. Mr. and Mrs. Dexter, now in Los Angeles, will live at 11 East Fifty-fifth Street when they return to New York after Christmas.

Their romance began when both were playing in a revival of "Diplomacy" at the Empire Theatre last spring. Mr. Dexter appeared in the part of Julian Beauchamp and Miss Doro starred jointly with William Gillette and Blanche Bates.

\$500 CHRISTMAS DEMAND

Letter to Iron Steamboat Company  
Secretary Causes Arrest.

A man who said he was E. F. Neil, twenty-eight, was arrested in his home, 138 East Forty-ninth Street, by Detectives O'Riordan and Cahill last night, charged with attempted blackmail. The complainant against him is Frederick W. Luckemeyer, secretary of the Iron Steamboat Company, 17 Battery Place.

According to the police, Luckemeyer received a letter addressed to the company yesterday morning. It read:

"Dear Sir: I want \$500 for Christmas."

"Only in person—ship check or I will not take it."

"Here followed two unintelligible words."

The police say Neil declared he was "president" of the Iron Steamboat company, but had not been receiving his dividends of late.

F. P. A.

The most important feature of a certain publication's Christmas advertisement for new subscriptions is F. P. A.'s statement that it "assumes that the Average Reader is a good deal above the average—which he is."

He might have been talking about his own Conning Tower—which he was not—and it would have been just as worth quoting—which it is. Are you an Average Reader, and how is your average in reading F. P. A.?

The Tribune

First to Last—the Truth: News-Editorials-Advertisements

LEGLESS, JUMPS CONTRACT

Mme. Gabrielle, of Vaudeville, Must  
Pay Booking Agent \$2,000.

Because she walked out of a contract Gabrielle Gunther, who is known on the vaudeville stage as Mme. Gabrielle, will have to pay Frederick Melville, her booking agent, \$2,000, plus the costs of the suit.

Mme. Gabrielle is booked as the legless wonder, having been born without legs. She did not appear to defend the suit, and the court gave the booking agent a judgment by default. It is expected that Mme. Gabrielle will kick when she hears about it.

PAYS \$10 TO POKE HORNETS

Daring Man Brings Down Three-Foot  
Nest, Pried by Owner, and Is Fined.

Matthew Kouratt, of Putnam Valley, near Peekskill, had to pay \$10 fine yesterday for stirring up a hornet's nest. With Bert Clark he found a hornet's nest about three feet long on the grounds of Charles Marshall, in Bedford. Kouratt poked the nest with a stick and brought it down. Marshall called Policeman Russell.

Justice R. W. Adams, when told Marshall cherished the hornet's nest for its size and age, rebuked the offender and fined him.

20 HURT AS TRAIN  
DIVES INTO CROWD

Buffalo Express, Blinded by  
Snow from Plough, Tosses  
Waiting Passengers.

Port Jarvis, N. Y., Dec. 13. Erie train No. 2, Buffalo to New York express, ploughed into a group of passengers at the Otisville station at 6 o'clock to-night, hurled twenty of them into a snowbank and rolled them about so that when assistance arrived they resembled huge snowballs. With difficulty they were extricated from the snow plough on the engine and nearby snow banks. The most seriously injured were brought to St. Francis Hospital here.

They are: Dr. Robert J. Wilcox, 549 Riverside Drive, New York; director of the hospital bureau of the New York Department of Health, who was bruised and shocked; Mrs. J. J. Crane, wife of the superintendent of the New York City Tubercular Sanatorium at Otisville, fractured ribs; Mrs. Charles H. Moore, Otisville, ribs fractured; Mrs. Ann Moore, Otisville, ribs fractured; William Roberts, Otisville, fractured pelvis; Jacob Hauber, Port Jarvis, fractured legs.

The injured persons were passengers on train 179, which left New York at 1:15 and was late in reaching Otisville. Train No. 2 from Buffalo, due in New York at 7:15, was also late, due to the fierce snow storm. It is believed snow thrown by the plough attached to train No. 2 blinded the engineer, preventing him from seeing the persons straggling to cross the tracks to the station. Conductor King of this city, had a miraculous escape. He saw the headlight of the New York flyer just in time to dodge. Trainsmen with lanterns gathered up the victims. They spent an hour making sure there were none left buried in the snow heaps.

SEVEN SHIPS  
BOUGHT TO KEEP  
FLAG ON PACIFIC

New Corporation Acquires  
Last of Mail Com-  
pany's Fleet.

TO STAY IN CENTRAL  
AMERICAN TRADE

\$1,250,000 Paid for Vessels by  
Concern Organized to De-  
velop Foreign Commerce.

The American International Corporation, organized for the purpose of developing American trade and commerce in foreign countries, began its activities in earnest yesterday by announcing the purchase of the entire remaining fleet of the Pacific Mail Steamship Company, consisting of seven ships. By this step the last fleet of vessels under the United States flag on the Pacific Ocean has been prevented from being broken up.

W. R. Grace & Co., who have wide experience in shipping and are experts on South American affairs, will manage and direct the operation of the ships, which comprise the Atene, the City of Para, the Newport, the Pennsylvania, the Peru, the San Jose and the San Juan. The price paid by the American International for the fleet was \$1,250,000. The statement issued by the American International said:

"It has been known for some time that the Pacific Mail Steamship Company desired to dispose of all its vessels. Recently it sold to the International Mercantile Marine Corporation its four large trans-Pacific steamships—the Manchuria, the Siberia, the Mongolia and the Korea. The remaining vessels, which have just been purchased, were engaged chiefly in the Central American trade. The breaking up of this fleet would have taken from the Central American ports on the west coast all shipping accommodations and would have practically shut off all trade relations between our Pacific ports and this part of Central America."

"Since the organization of the American International Corporation appeals have been made to it to take up the situation, especially with a view of saving, if possible, the shipping service between Pacific ports and the west coast of Central America. The San Francisco Chamber of Commerce and the business men of the coast, it was learned, have protested seriously against the breaking up of the fleet."

"In order to maintain the shipping service with Central America so that trade relations can be continued, the fleet has been acquired and will be kept intact, enabling a continuance of the service for the present. After the sale of the vessels the remaining assets of the Pacific Mail Steamship Company will consist of the cash paid for the vessels, certain miscellaneous property and current accounts, which, it is understood, will probably be liquidated as soon as feasible."

It was last August that the Pacific Mail company announced that it had sold its trans-Pacific fleet to the Atlantic Transport Company, a subsidiary of the International Mercantile Marine Company, because of inability to continue operations under the Seaman's act (passed by Senator La Follette in the last session of Congress). The price paid for these ships was about \$5,000,000.

With the cash received from the sale of the remainder of the fleet the necessary steps for the final dissolution of the Pacific Mail will soon be taken. Directors have already reduced the capital from \$20,000,000 to \$1,000,000, and have authorized a distribution of \$5,000,000, amounting to \$25 a share, payable December 15 to stockholders of record December 4. This distribution, payable to-morrow, is part of the dissolution plan.

At the time this distribution was authorized it was estimated the company had additional assets of \$1,000,000, making the total net worth more than \$2,000,000, including the cash from the sale of the last of the Pacific Mail boats.

KAISER'S OFFICIALS  
INDICTED ON COAST

San Francisco Attache and  
Agents Held for Conspiracy.

San Francisco, Dec. 13.—Baron George Wilhelm von Brincken, an attaché of the German Consulate here, and two other German officials employed by the consulate, and Margaret Cornell, who was in Crowley's employ, were indicted to-day by the grand jury on two counts.

The first count charges conspiracy to interfere with and destroy commerce between the several states of the union and the United States and foreign countries; the second count charges use of the mails to incite arson, assassination and murder.

The German official report of to-day claims that "approximately two English divisions were annihilated" during the retreat, but this is considered here an exaggeration. Accounts from Athens and Salonica say the retreat was carried out in an orderly manner and without heavy losses. By the destruction of railway bridges and roads and by stubborn rearward actions, in one of which two companies of the Ionian killing regiment sacrificed themselves to save their comrades, the Bulgarians were kept at a fairly safe distance.

How the two companies of Royal In-

CITED BY JOFFRE FOR BRAVERY.



Emilienne Moreau, seventeen years old, was cited in Joffre's order of the day on November 22. She is shown wearing the Croix de Guerre which has just been pinned upon her. During the attack on Loos she killed three Germans with grenades and two more with a British officer's revolver.

GREEKS RUSHED  
TO LINE MENACED  
BY BULGAR ARMY

Germans Say British Lost  
Two Divisions in  
Retreat.

London, Dec. 13.—The Part of the Greek troops being withdrawn from Salonica have been sent northward to dispute the invasion of the Bulgarians in case the latter attempt to follow the Allies across the Greek line, according to late dispatches from Athens.

Following the capture of Givelli and Doiran, announced by Berlin to-night, the Bulgarians are already reported within five miles of the Greek frontier. "L'Opinion" of Salonica, asserts that they are preparing to cross the border. Berlin announces that no more French or British are on Serbian soil.

A force of forty thousand Bulgarians and an equal number of Austro-Germans is being concentrated between Monastir and the Greek frontier, according to a dispatch to "The Times" from its Salonica correspondent. This force is said to include a considerable number of cavalry troops. Heavy fighting, the dispatch adds, was still in progress at Salonica in the neighborhood of Lake Doiran.

The division of the Greek army stationed at Langana, following the agreement between the Greek General Staff and the Allied generals, has been transported to Serres, about fifty miles northeast of Salonica. The object, it is thought, is to protect the Salonica-Debarra railway from seizure by the Bulgarians, which would flank the Allies retreating from Doiran.

From the zone between Doiran and Salonica Greek troops have now been entirely withdrawn, leaving the district entirely free for movements of the Allied troops.

Bulgars and Turks Unwelcome.

The question now is whether the Bulgarians and Austro-Germans intend to follow the British and French troops into Greece and what action the Greek government will take should they do so. The impression gained from dispatches emanating from Athens is that neither the Bulgarians nor the Turks, who also are reported to have arrived near the frontier, would be welcomed in Greece, and that therefore if it has been decided to follow the Entente Allies and Germans.

However, with the railway destroyed it may be some days before Greece is called upon to take action, and by that time the Anglo-French force should be safe in the defenses of Salonica and under the guns of their ships.

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How the two companies of Royal In-

NOTE ANGERS VIENNA:  
BREAK LIKELY, IS REPORT

London, Dec. 11.—An Exchange  
Telegraph dispatch from Amsterdam  
says:

"Reports from Vienna say that the American note concerning the sinking of the Italian steamer Ancona has caused intense anger in the Austrian government, and a diplomatic rupture is considered probable. The question before Baron Ertan, the Austro-Hungarian Foreign Minister, is only whether a rupture with the United States would not force Berlin to a like step."

"Count Tisza, the Hungarian Premier, has been summoned to Vienna to discuss the situation with the government."

A Zurich dispatch says that Austrian political circles consider the note as going much too far, but that the press is refraining from comment on it until a hint is received from official quarters that the subject may be discussed.

SEES AUSTRIAN CRISIS  
OVER ANCONA CASE

Eye-Witness of Tragedy Says  
U-Boat Was German.

London, Dec. 13.—An eye-witness of the Ancona tragedy, says "The Daily Express," declares that Austria has been placed in a most serious predicament by the American note of protest. He says:

"The submarine was undoubtedly German. In the first place, the Austrians have no submarine of the type and size of the one that torpedoed the Ancona; secondly, the officers and men on board the pirate were surely Germans and not Austrians. It would be idle for the Austrians to pretend it was their ship, although she flew the Austrian flag."

"The result is that the Austrians are in a cleft. If they admit responsibility they will be obliged to produce the commanding officer for punishment. They cannot do this. If they disavow responsibility it will create a very serious difficulty for Germany, because the Germans are officially not at war with Italy, and this act of war on the part of Germany, authenticated by Austria, would force Rumania into the struggle in accordance with her treaty with Italy."

PEACE DISCUSSIONS  
STIFLED IN HUNGARY

Premier Also Bans Talk of High  
Prices—People to Protest.

London, Dec. 14.—The desire of the Hungarian people, particularly the Opposition party, to discuss peace has been suppressed with a strong hand by the Hungarian Premier, according to "The Morning Post's" Budapest correspondent, and all discussions on the economic situation have likewise been banned by Count Tisza, who has acknowledged that prices are lower in Germany than in Hungary and that various mistakes have been made in Hungary's economic management, but has stated that matters could not now be helped by debate.

The uncompromising attitude of the State Department, however, confirms the tone of the note and leads to the belief that nothing short of a complete breakdown by Austria will satisfy this government. Unless, therefore, the State Department yields to some extent, a break is apparently inevitable.

Ultimatum's Next.

The note was sent it was learned, with the belief that Austria would capitulate, but with a full willingness to face a break if she did not. It is suggested in official quarters that if Austria's reply shows a disposition to prolong the discussion, the next move of this government will be to send an actual ultimatum, setting a definite time limit for a full compliance with the demand for a disavowal and payment of indemnity.

To do otherwise, it is held, would

U. S. INSISTS  
ON FULL GRANT  
OF DEMANDS

Asks Denunciation of  
Sinking, Not Plea  
of Ignorance.

AUSTRIAN ENVOY  
VISITS LANSING

Zwiedinek Had Not Heard  
from Vienna—German  
Tactics Repeated.

Washington, Dec. 13.—Austria will attempt the tactics which have been used by Germany—evade the issue as far as possible in her reply to the American note on the Ancona case and try to place the responsibility for any break in relations on the United States—according to indications close to the Austrian Embassy to-night. If this is attempted, officials here insist, the break will come, but Austria and not the United States will be to blame.

"Austria-Hungary does not desire a break in relations with the United States and will not force it. The Austrian government will do everything reasonable to avoid such an outcome of the Ancona affair, and if a break comes it will be by the will of the State Department." This statement, made by a man close to the Austrian Embassy, is believed to reflect the attitude adopted by the German allies.

The view of the State Department is exactly the opposite. Austria deliberately courted a rupture with the United States, officials declare, if she failed to issue instructions to submarine commanders in accordance with the terms of Germany's assurances when the Arabic was sunk, and the blame will therefore rest on Vienna.

German "Joker" Again.

As officials of the State Department point out, an admission by Austria that submarine commanders have not been instructed to torpedo unresisting passenger ships is far different from a declaration that they have been instructed not to do so. The suggested reply would not amount to disavowal, much less to the demand of the United States that Austria "denounce" the deed.

Nor does such a stand offer either any guarantee for the future or any acceptance of America's declaration that neutrals' lives must be safe. It merely evades responsibility in the present case, leaving all the issues where they were, and so could not be accepted as an answer to so positive a note as has been sent.

Moreover, the note was based on circumstances already admitted by Austria, and the fact that the submarine has been lost, if true, could have no bearing on the demands made.

U-Boat Lost, is Plea

In Austrian quarters here the probable reply to the American note is outlined as follows: Austria will point out that the submarine has supposedly been lost, and that further information concerning the circumstances of the attack is therefore unobtainable. The commander of the submarine, however, had no orders to sink passenger ships without giving the passengers and crew an opportunity to save themselves. If he did this he exceeded his instructions, and Austria disclaims responsibility for his act and offers reparation.